

**MILK PRODUCERS ORGANIZE.
THE FIVE STATES' ASSOCIATION FORMED.**

FARMERS PROTEST AGAINST THE PRICES WHICH THEY HAVE RECEIVED, AND ARRANGE TO PROTECT THEIR INTERESTS.

Between fifty and sixty farmers met at the Broadway Central Hotel yesterday for the purpose of taking some measures to protect their interest in the sale of milk. Those present included representatives from five States—New York, New-Jersey, Pennsylvania, Massachusetts and Connecticut. For some time farmers have been manifesting great concern over the cut in the price of milk, and they fear that unless something is done at once, their business will be ruined. While customers in Greater New-York have been paying from six to ten cents a quart for milk, much of which it is said, is not pure, the farmers complain that for unadulterated milk, as it leaves the farm, they have been getting only two or two and three-quarters cents a quart. The cut in the price of December milk complicated matters still further, and farmers began to feel the necessity of perfecting an organization which would have its object the maintaining of fixed prices for milk, both by dealers and buyers. It is charged, also, that the freight rates for the transportation of milk have been exorbitant, but this matter is now before the members of the Interstate Commerce Commission, who are giving it careful consideration.

The meeting of yesterday was called at the suggestion of Herbert Myrick, Editor of "The American Agriculturist." Mr. Myrick was appointed chairman of the meeting, and much interest was evinced in the formation of an association having for its object the regulation of prices and other matters pertaining to the milk trade. It was suggested that those present organize the Five States' Milk Producers' Association. This suggestion met hearty approval, and the association was organized, Mr. Myrick being appointed as temporary chairman. Fifteen members were appointed as a Committee on Organization, and they will decide upon the measures to be pursued in the carrying out of their plans. The plan of the association is to organize local associations at each shipping station. A committee will be appointed in every township to work up local organizations under the Executive Committee. The local organizations will keep in touch with the main organization, and members will be kept posted on milk prices and on other matters of special interest to those engaged in the milk business.

When the association has become strong enough, it is hoped it will not only to fix the price of milk in co-operation with the buyers, but also, but will also endeavor to restrain further extension of rail-road routes, and working with advertising agencies and peddlers, to place the business on a systematic basis. It will also join with the health authorities in preventing adulteration of milk, and will strive to make consumers a pure article. It is believed by the founders that the perfection of the organization on these lines will do much to place the milk business on a paying basis.

SUGAR TRUST'S COFFEE ENTERPRISE.

WHAT ITS PURPOSE SEEMS TO BE IN BUYING THE WOOLSON PLANT.

The American Sugar Refining Company (Sugar Trust) is forcing the fight against Arbuckles Brothers in the coffee trade. This is good reason to believe that the Trust does not intend to continue permanently in the coffee business. It bought the Woolson Spice Company, of Toledo, Ohio, the largest coffee roasting and grinding concern in the United States next to Arbuckles Brothers, in order it is supposed, to compel the Arbuckles to abandon their intention to build a sugar refinery in opposition to the Trust. A year ago the Sugar Trust fitted up one of its unused refineries in Brooklyn as a distillery for the conversion of low grade syrups into spirits. It never started up this plant, and it turns out that the purpose of the distillery was to bring the American Spirits Manufacturing Company (Whiskey Trust) to terms. The announcement is now made that the Sugar Trust will not compete with the Whiskey Trust, having made an arrangement whereby the Whiskey Trust will take its low grade syrups. Formerly a large part of these syrups went to waste. The prospect seems to be that if the Arbuckles will give up their plan to erect a sugar refinery and agree to buy sugar for their coffee trade from the Sugar Trust, the latter will sell the Woolson Spice Company, to them and retire from the coffee business. First, however, there must be a period of hostilities between the Trust and the Arbuckles. The Arbuckles are rich, and the probabilities are that they will not make peace as readily as the Whiskey Trust did. The Sugar Trust has secured Herman Schemke to manage its coffee business. He is one of the best equipped men in the coffee trade.

It is asserted that the Woolson Company is to open a factory in Brooklyn for putting up its "Lion" brand of coffee. One of the Sugar Trust's refineries is to be fitted up for its use. The idea is to supply the Eastern market in opposition to Arbuckles' "Arbosa" brand. The "Arlosa" brand has a strong hold in New-England, and to make a sale for the "Lion" brand it is said to be necessary to cut the price. The reduction of one-half cent a pound is said to be preliminary to further reductions. The Woolson Company has informed the trade that the margin of profit between green and roasted coffee is too wide, and that it proposes to give buyers the benefit of part of its green coffee. The Sugar Trust is reported to have about \$1,000,000 in stock on hand, and 1,800 shares of the Woolson Company. It therefore cost \$36,000 to acquire the Woolson company. The par value of the stock is \$900, making the total capital about \$1,360,000, plus 12 per cent in dividends. The company began business with a capital of \$100,000. The capital of Arbuckles Brothers is said to be between \$15,000,000 and \$20,000,000. The Arbuckles and the Woolson Company have been in business about the same length of time.

Toledo, Ohio, Dec. 21.—AN effort is being made to stop the Woolson Company from buying the Woolson Spice Company stock to the Sugar Trust. It is alleged that under the new order of things the value of the stock will depreciate. It is said that if the managers of the Woolson Company are unable to stop them from buying the stock, the Sugar Trust will attempt to have the Woolson Company sold to the Sugar Trust.

RECOMMENDATIONS TO BE PRESENTED TO THE WAYS AND MEANS COMMITTEE ON DECEMBER 30.

There was a meeting yesterday afternoon in the office of Nevers & Callahan, at Wall and Front sts., of the importers of raw sugar, to agree on tariff recommendations. The Ways and Means Committee of the House of Representatives is to grant a hearing to the sugar interests on December 30. The following committee was appointed to represent the sugar importers on that occasion: Soden Humphreys, who presided at the meeting; P. J. Smith, John Farr, William H. Lefferts and C. P. Armstrong.

The discussion was a long one. Among those who took part in it was W. P. Willett, of Willett & Gray, who said that the consumption of sugar in the United States had increased from 36,352 tons in 1870 to 160,000 tons in 1880. The average of annual increase was 6 per cent. There is good reason to believe that in the next fifteen years the consumption would be increased to 40,000,000 tons. After the establishment of Cuban independence, Cuban sugar would be forced to be 260,000 tons and its natural market would be in the United States. Mr. Willett said he had information from Washington that the Ways and Means Committee would be soon ready with a report, and that the first form of a bill, perhaps a 10 per cent degree sugar, and increasing at 6 per cent a pound a degree. This would call for 36 tons centrifugal sugar, 1.17 cent, against 17 cent, or an average increase of 25 per cent. The increase from the present tariff, which was probably all that would be required, was 10 per cent.

A provision to recommend a differential duty on refined sugar was voted down. The importers of refined sugar are asked to let the refined-sugar interests present their own cause. The committee appointed by the meeting was instructed to advocate a specific duty on raw sugars.

Railroads.

PENNSYLVANIA RAILROAD.

Stations for DESHOPPS and CORTLANDT STREETS.

In Effect, Dec. 15, 1896.

6:00 A. M. EAST MAIL—Pullman Buffet Sleeping Car to New York to Chicago, No coaches.

6:00 A. M. WEST MAIL—Pullman Buffet Sleeping Car to Pittsburg.

6:00 A. M. PENNSYLVANIA LIMITED—Pullman Compartment, Sleeping, Dining, Smoking, and Observation Cars, via Cincinnati, Indianapolis, St. Louis, Louisville, 11:45 A. M. to St. Louis 12:30 P. M., and 12:30 P. M. to St. Louis 1:45 A. M.

1:00 P. M. CHICAGO CARE TO ST. LOUIS EXPRESS—Sleeping and Dining Cars to St. Louis, Louisville, and Cincinnati, via Cincinnati, Indianapolis, and St. Louis, 1:45 P. M. to St. Louis 2:45 P. M., and 2:45 P. M. to St. Louis 4:15 P. M.

6:00 P. M. WESTERN EXPRESS—Sleeping and Dining Cars to St. Louis, Louisville, and Cincinnati, via Cincinnati, Indianapolis, and St. Louis, 6:30 P. M. to St. Louis 7:30 P. M., and 7:30 P. M. to St. Louis 9:15 P. M.

7:45 A. M. SOUTH-WESTERN EXPRESS—Sleeping and Dining Cars to St. Louis, via Cincinnati, Indianapolis, 6:05 P. M. to Indianapolis 10:15 P. M. to St. Louis 7:45 A. M., second morning.

8:00 P. M. DAY MAIL—Pullman Buffet Sleeping Car to Pittsburg, Connex for Chicago daily, and Cleveland, Toledo, and Cincinnati.

8:30 A. M. EAST MAIL—Pullman Buffet Sleeping Car to Albany, Troy, Burlington, Plattsburgh, Montreal and Ottawa.

8:30 P. M. WESTERN EXPRESS—Sleeping and Dining Cars to St. Louis, via Cincinnati, Indianapolis, and St. Louis, 8:30 P. M. to St. Louis 9:15 P. M., and 9:15 P. M. to St. Louis 10:45 P. M.

9:45 A. M. CHICAGO CARE TO ST. LOUIS EXPRESS—Sleeping and Dining Cars to St. Louis, Louisville, and Cincinnati, via Cincinnati, Indianapolis, and St. Louis, 9:45 A. M. to St. Louis 10:45 P. M.

10:00 P. M. DAY MAIL—Pullman Buffet Sleeping Car to Albany, Troy, Burlington, Plattsburgh, Montreal and Ottawa.

10:45 A. M. EAST MAIL—Pullman Buffet Sleeping Car to Albany, Troy, Burlington, Plattsburgh, Montreal and Ottawa.

11:30 P. M. WESTERN EXPRESS—Sleeping and Dining Cars to St. Louis, via Cincinnati, Indianapolis, and St. Louis, 11:30 P. M. to St. Louis 12:45 A. M., and 12:45 A. M. to St. Louis 1:45 P. M.

12:45 P. M. CHICAGO CARE TO ST. LOUIS EXPRESS—Sleeping and Dining Cars to St. Louis, Louisville, and Cincinnati, via Cincinnati, Indianapolis, and St. Louis, 12:45 P. M. to St. Louis 1:45 P. M., and 1:45 P. M. to St. Louis 2:45 P. M.

1:45 P. M. DAY MAIL—Pullman Buffet Sleeping Car to Albany, Troy, Burlington, Plattsburgh, Montreal and Ottawa.

2:45 P. M. WESTERN EXPRESS—Sleeping and Dining Cars to St. Louis, via Cincinnati, Indianapolis, and St. Louis, 2:45 P. M. to St. Louis 3:45 P. M., and 3:45 P. M. to St. Louis 4:45 P. M.

3:45 P. M. CHICAGO CARE TO ST. LOUIS EXPRESS—Sleeping and Dining Cars to St. Louis, Louisville, and Cincinnati, via Cincinnati, Indianapolis, and St. Louis, 3:45 P. M. to St. Louis 4:45 P. M., and 4:45 P. M. to St. Louis 5:45 P. M.

4:45 P. M. DAY MAIL—Pullman Buffet Sleeping Car to Albany, Troy, Burlington, Plattsburgh, Montreal and Ottawa.

5:45 P. M. WESTERN EXPRESS—Sleeping and Dining Cars to St. Louis, via Cincinnati, Indianapolis, and St. Louis, 5:45 P. M. to St. Louis 6:45 P. M., and 6:45 P. M. to St. Louis 7:45 P. M.

6:45 P. M. CHICAGO CARE TO ST. LOUIS EXPRESS—Sleeping and Dining Cars to St. Louis, Louisville, and Cincinnati, via Cincinnati, Indianapolis, and St. Louis, 6:45 P. M. to St. Louis 7:45 P. M., and 7:45 P. M. to St. Louis 8:45 P. M.

7:45 P. M. DAY MAIL—Pullman Buffet Sleeping Car to Albany, Troy, Burlington, Plattsburgh, Montreal and Ottawa.

8:45 P. M. WESTERN EXPRESS—Sleeping and Dining Cars to St. Louis, via Cincinnati, Indianapolis, and St. Louis, 8:45 P. M. to St. Louis 9:45 P. M., and 9:45 P. M. to St. Louis 10:45 P. M.

10:45 P. M. CHICAGO CARE TO ST. LOUIS EXPRESS—Sleeping and Dining Cars to St. Louis, Louisville, and Cincinnati, via Cincinnati, Indianapolis, and St. Louis, 10:45 P. M. to St. Louis 11:45 P. M., and 11:45 P. M. to St. Louis 12:45 P. M.

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